

CITY OF RENO GENERAL TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING SUBSTRUCTURES, WHETHER SHOWN OR NOT, AND TO NOTIFY ALL UTILITY COMPANIES TO VERIFY IN THE FIELD THE LOCATION OF THEIR INSTALLATIONS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL SUBSTRUCTURES FROM DAMAGE, AS WELL AS ANY OTHER PUBLIC INFRASTRUCTURE. THE EXPENSE TO REPAIR OR FOR REPLACEMENT SHALL BE BORNE BY THE CONTRACTOR.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION) AND THE STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION), AND SUPPLEMENTED BY THE STATE OF NEVADA STANDARD PLANS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
3. THE LOCATION OF CONTROLLER, PULL BOXES WITH GROUND RODS, AND CONDUIT RUNS SHALL BE WITHIN THE EXISTING RIGHT-OF-WAY OR ANY EASEMENT GRANTED OUTSIDE THE RIGHT-OF-WAY.
4. PLANS SHOWING SIGNAL POLE, CONTROLLER, CONDUIT, LOOP DETECTOR, AND PULL BOX LOCATIONS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND VERIFIED BY THE CITY ENGINEER.
5. CONTROLLERS AND CABINETS SHALL MEET THE REQUIREMENTS OF THE NEMA STANDARD PUBLICATION (LATEST EDITION) AND THE CITY OF RENO SPECIFICATIONS FOR TRAFFIC SIGNAL CONTROLLERS AND CABINETS.
6. CONTACT THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION FOR TRAFFIC ACTUATED CONTROLLER UNIT SPECIFICATIONS.
7. UNLESS SHOWN OTHERWISE, THE CONTROLLER CABINET SHALL BE WIRED FOR EIGHT (8) PHASE OPERATION WITH TWO (2) OVERLAPS AND SHALL BE FURNISHED WITH ALL NECESSARY MODULES, LOAD SWITCHES, AND EQUIPMENT REQUIRED FOR FULL EIGHT (8) PHASE OPERATION WITH TWO (2) OVERLAPS.
8. ALL NEW SIGNAL POLES WILL HAVE TWO (2) HANDHOLES AND AN ACCESS DOOR FOR THE TERMINAL BLOCK. SEE SIGNAL TRAFFIC SIGNAL POLE DETAIL DRAWING R-413A FOR DIMENSIONS. FOR OTHER POLE DETAILS, SEE THE NEVADA DEPARTMENT OF TRANSPORTATION'S "STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION" (NDOT-SPRBC), 2001 EDITION.
9. UNLESS SHOWN OTHERWISE, #5 PULL BOXES SHALL BE USED AT LOCATIONS WHERE CONDUIT RUNS CONTAIN TRAFFIC SIGNAL CABLE OR CARRY POWER. #3-1/2 PULL BOXES MAY BE USED AT OTHER LOCATIONS. ALL PULL BOXES SHALL BE FIBERGLASS IN SIDEWALK AREAS AND CONCRETE WITH GROUNDED METAL LID IN NON-SIDEWALK AREAS, UNLESS OTHERWISE INDICATED. NO PULL BOXES SHALL BE PLACED IN A TRAVELED WAY.
10. ALL EXPOSED CONDUIT SHALL BE OF A RIGID PVC SCHEDULE 80, AND SHALL EXTEND TO A MINIMUM DEPTH OF 18 INCHES BEFORE CHANGING TO PVC SCHEDULE 40.
11. ALL CONDUIT RUNS FOR SIGNAL CABLE SHALL CONSIST OF TWO 3" CONDUITS BETWEEN PULL BOXES AND BETWEEN THE PULL BOXES AND POLES. THERE SHALL BE THREE 3" CONDUITS FROM THE CONTROLLER CABINET TO THE PULL BOXES.
12. ALL CONDUIT RUNS TERMINATING IN A PULL BOX SHALL HAVE A MINIMUM OF SIX INCHES OF CLEARANCE FROM THE BOTTOM OF THE LID, AND SHALL RISE A MINIMUM OF SIX INCHES ABOVE THE TOP OF THE DRAIN ROCK.
13. ALL CONDUIT TERMINATIONS SHALL HAVE A "BELL END" INSTALLATION AND BE SEALED WITH CONDUIT SEALER AFTER WIRE INSTALLATION.
14. ALL CONDUCTORS AND THEIR TERMINATION SHALL BE CLEARLY MARKED ON THE CABINET SCHEMATIC WIRING DIAGRAM.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION	RENO
			GENERAL NOTES— TRAFFIC SIGNALS & POLES	DRAWING NO.	R-413F (325)
				DATE	01/04
				PAGE	425
APPROVED BY	Q.S.	01/04			